

HADDOCK

From page one

short time. "It will have to pay people off. It's a great pity that a lot of local people will be out of work and fish prices will be so high that the housewife will be unable to buy it."

"It's all so uncertain. Something should have been done earlier to save the situation", he added.

Aberdeen will also be badly hit by the ban. David Craig, chairman of Aberdeen Fishing Vessel Owners' Association, said: "What is most disconcerting is that the British are being asked to stop fishing for haddock while the Danes, who are also EEC members, can just go on fishing for the same species for industrial uses. It's criminal that these boats can go on just hovering the seas."

Mr. Craig is convinced that, in the long term, the UK must be given a 50-mile exclusive limit so that it can take its own measures to conserve stocks in that area.

Skipper John Bowman Snr. of the 86ft. Aberdeen pocket trawler *Grampian* commented that it is ridiculous to stop us fishing a month before the Common Market 200-mile limit comes into effect, especially when non-EEC vessels can go on fishing until the end of December.

Trawler owners in Aberdeen have asked their skippers to work west of four degrees west and, as member vessels of the Aberdeen Fishing Vessel Owners' Association are almost all over 80 ft. long, the majority will be able to sail there without too much difficulty.

It is thought that these boats will be able to keep Aberdeen market supplied by either sailing home to land or consigning catches overland from other ports.

Smaller trawlers and seiners owned in Aberdeen, and in ports further south, will be badly hit as they are too small to go further afield.

Skipper William Boyter of the 55ft. Pittenweem boat *Crimond II* said: "Some of our boats could go sprat fishing off the Tyne, but this fishery can't cope with a lot of boats. There is not enough transport available to get big landings to the fish meal factories."

Skipper Henry Gardner of the 50 ft. Anstruther boat *Bydond* added that "spraw fishing is another alternative", but there again the market couldn't take a bigger load.

Skippers Boyter and

Gardner pointed out the impossibility of going on fishing for white fish and keeping your haddock catch at ten per cent of other species.

Out of 255 boxes landed by *Crimond* in Aberdeen on Thursday, about 202 were haddock. *Bydond* had 96 boxes of haddock out of a total landing of 150 boxes.

With Grimsby's fleets of seiners virtually all laid up for the traditional winter break, the haddock ban could have a serious effect on the port's inshore trawlers which are just beginning to find this species plentiful on some of the inshore grounds.

November, December and January are always difficult months for the inshore end, despite being allowed a 10 per cent haddock content in landings until 1977. Fishermen know that to comply with this ruling they could be faced with returning dead fish to the sea. Presently, between one-half and two-thirds of most catches are haddock.

One skipper already worried about haddock is Skipper Michael Zeebroek of the inshore boat *Yolande-Anne*. He told *Fishing News* that quota concession would make a big difference during December. "We don't go much on it at all," he remarked. Summing up the general view of inshoremen, he added that it could not have come at a worse time.

Unless the inshoremen can get into some worthwhile cod fishing the only alternative, barring a lay up, lies in going industrial fishing for sprats, but vessels like *Yolande-Anne* can only carry 38 tons of bulk fish stored below decks.

With this season's sprat fishery so far concentrated on the Tyne, and facing the prospect of having to purchase new nets to conform to new mesh regulations for sprat fishing — it may not be a viable position.



New boats move in at Grimsby

TWO second-hand fishing boats have been added to Grimsby's growing fleets of anchor seiners and pair trawlers.

The first arrival was the converted Scottish wooden seiner *Leondo* (formerly *Odelio*) which has been purchased by the Edlei Fishing Co.

She will operate under Skipper Borge Nejrup, who also has an interest in the vessel, as a pair trawler through the Tom Sleight (F.S.) Ltd. agency.

Skipper Nejrup, one of Grimsby's top-flight pair trawler skippers, was previously in command of Sleight's *Searcher* which has had a long and successful partnership with Skipper Jerry Lee in *East Bank*. This partnership is to be retained with *Leondo* taking over from *Searcher*.

Holiday

The new team will make its maiden trip after Christmas — due to the holidays of the fish docks there is insufficient time to gear up.

Leondo, named after Skipper Nejrup's daughter, has already had a testing time at sea. She was brought down from Herd & MacKenzie's Buckie yard purposely in bad weather and Skipper Nejrup was delighted with the way she handled over the 35-hour trip.

The vessel was originally built as an MFV towards the end of the last war, but was stripped right down to the frames and keel in 1969 for a rebuild which cost £45,000.

Herd & MacKenzie completed the alterations for pair

Below: haddock on the market at Patehead last week. Catches were so prolific that the seiner *Adelphi* took 300 boxes in one haul.



Above: *Nyborg*, the one-time Boston seiner, now at Grimsby, is being reconditioned during the winter. Below: *Leondo*, the new addition to the port, will start her maiden after the holidays.

trawling which include a new 35-pound fishroom, a Løssle Hydraulics multi-sheave net hauler on the starboard rail, the removal of the Sutherland hydraulic winch from under the whaleback to a position athwartships in front of the wheelhouse and various other small jobs including the addition of Decca Mk. 21 Navigator and 350 track-plotter.

Leondo, as *Odelio*, is no stranger to Grimsby for before her face-lift in 1969 she operated for a spell under Grimsby ownership as a seiner-trawler.

The other new arrival at the port is the one-time Boston seiner *Nyborg* which came late last week from Hull and will work out of the Allard, Hewson & Co. Ltd. office.

The firm is to recondition the 47-ton vessel, built at Buckie in 1957, during the winter months and no decision has yet been made over who will assume command.

Below: haddock on the market at Patehead last week. Catches were so prolific that the seiner *Adelphi* took 300 boxes in one haul.

WITH Britain the biggest fishing nation in the Common Market, the EEC Fisheries Commission should be based in this country — end Hull is the port for it.

This is the basis of a plan put to the Minister of Agriculture, John Silkin, last week by West Hull MP, James Johnson. Our fishing industry is being 'demoted' by

EEC officials in Brussels, claimed Mr. Johnson. "Our status over there has been relegated to the point where we rank with Luxembourg, which has not even got a coastline".

Mr. Johnson also wants to see the appointment of an additional Commissioner responsible for fisheries. Even in our own Ministry, fishing had always been a junior

Minister's responsibility. Now in the EEC it is merely a secondary responsibility for the Agricultural Commissioner, he said.

Following the meeting with Mr. Silkin, which was attended by members of the Common Fisheries Committee, Mr. Johnson told *Fishing News* that the Minister had been 'sympathetic'.

WELSH fisherman, Robert Shepherd of Holyhead, has been rescued off the Irish coast after being washed overboard while taking his newly-bought trawler *New Venture* from Hayle, Cornwall, to Holyhead.

He was driven by bad seas towards the South Westford coast. When 11 Kilmore Quay, 12 miles offshore, Skipper Shepherd went forward to secure the anchor for

which had come loose and was washed overboard without a lifejacket.

Roger Dunn from Port Cornwall, managed to turn the boat around and a second attempt to rescue Shepherd was made.

The new boat is now at Holyhead. Skipper Shepherd is recovering from his ordeal in hospital.

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50-MILES UP FOR GRABS

BRITAIN will steam in and run a 50-mile exclusive zone if the EEC does not sort itself out quickly. As Common Market foreign ministers this week seemed to be failing to agree even temporary rules for operating inside the Community's 200-mile, Foreign Secretary Anthony Crosland threatened that Britain would impose her own system of control. This statement was also backed by Ireland's Foreign Minister, Dr. Garret FitzGerald. Both Britain and Ireland rejected EEC proposals on fish catch quotas. These did nothing to take into account the special needs of fishing communities in Scotland and the north-east of England, said Mr. Crosland.

The only firm line to emerge from the meeting in Brussels this week was a plan to drastically cut-back catches by third countries in Community waters.

Russia, which still refuses to recognise the EEC, has been given three months from January 1 to negotiate reciprocal fishing agreements or face a complete ban from Community waters. In the meantime, Eastern European fleets will be limited to 40 per cent of their estimated catch for 1976.

For Russia, this means a drop from around 600,000 tons to 240,000 tons. Similar three-month quotas will be imposed on Spain, Sweden and Portugal, Bulgarian and Romanian vessels will be excluded from January 1 without a chance of reciprocal agreements. "They do not have a good record," observed one EEC official.

Any reciprocal deal with the Russians would allow the Soviet fleet only a 60,000-ton annual catch in community waters and it was confidently expected the Russians would pull out altogether. With the British catch inside Russia's 200-mile limit estimated at around 30,000 tons, sources on *London* thought that this would be a small price to pay for getting rid of the Soviet scourge for ever.

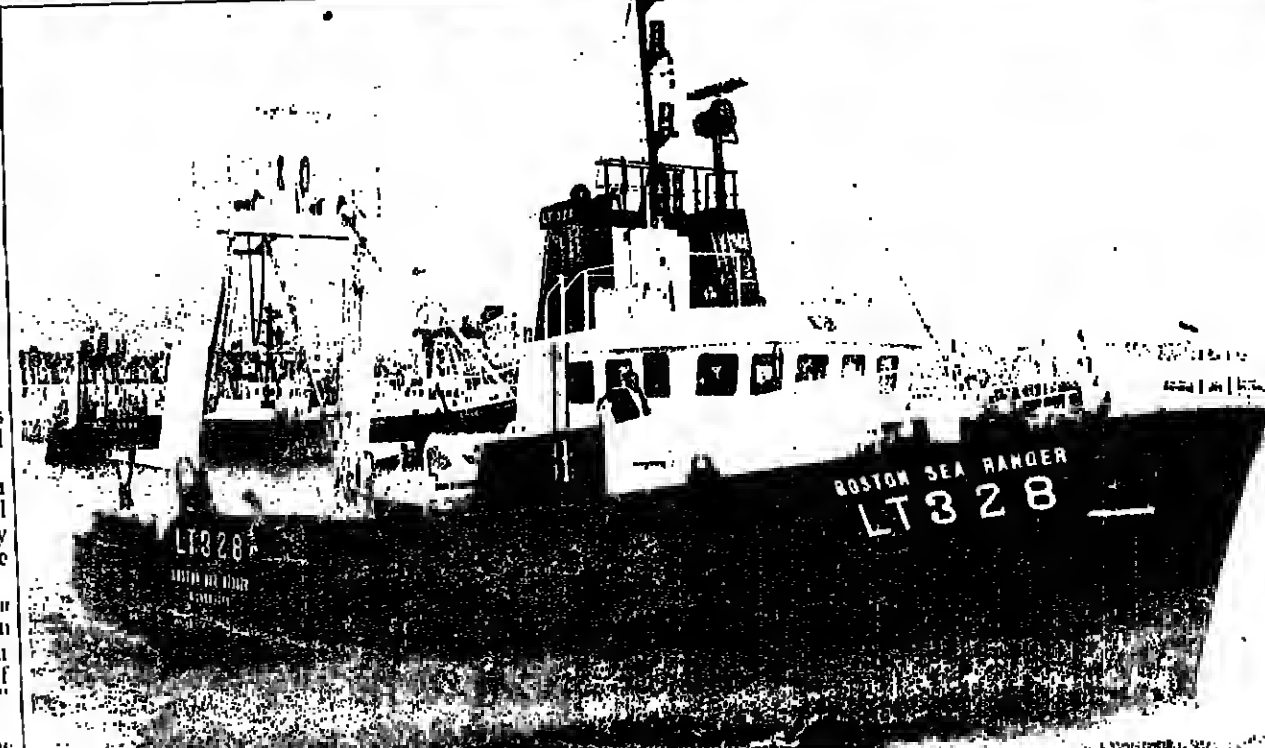
On Wednesday, the Commission meeting was attempting to save off a complete collapse of its fishing policy. "Compromise" was the key word being used in Brussels.

If Britain and Ireland could tone down their demand for a 50-mile limit, it seemed the Commission would not insist on a quota system as a temporary measure for next year's fishing. Instead, a number of small, strictly controlled, conservation zones would be introduced. Only vessels of a certain size and type would be allowed entry.

These strategically placed zones, it was believed would give Britain and Ireland the protection they wanted for special fishing communities. While such a move would not discriminate against fishermen from member states (a major point in the CFP), it could put an end to the methods they employ. Big trawlers and industrial fishing would be out.

In Ireland, frustration has reached breaking point. Diplomatic relations between the Irish Fishermen's Organisation and the Government have been cut off.

The IFO told the Government that it refuses to have any further discussions until it shows evidence of a strong stand in favour of a 50-mile limit. This statement was issued after a four-man IFO delegation arrived back in Dublin from Brussels on Monday.



Boston's 'Ranger' goes off on trials

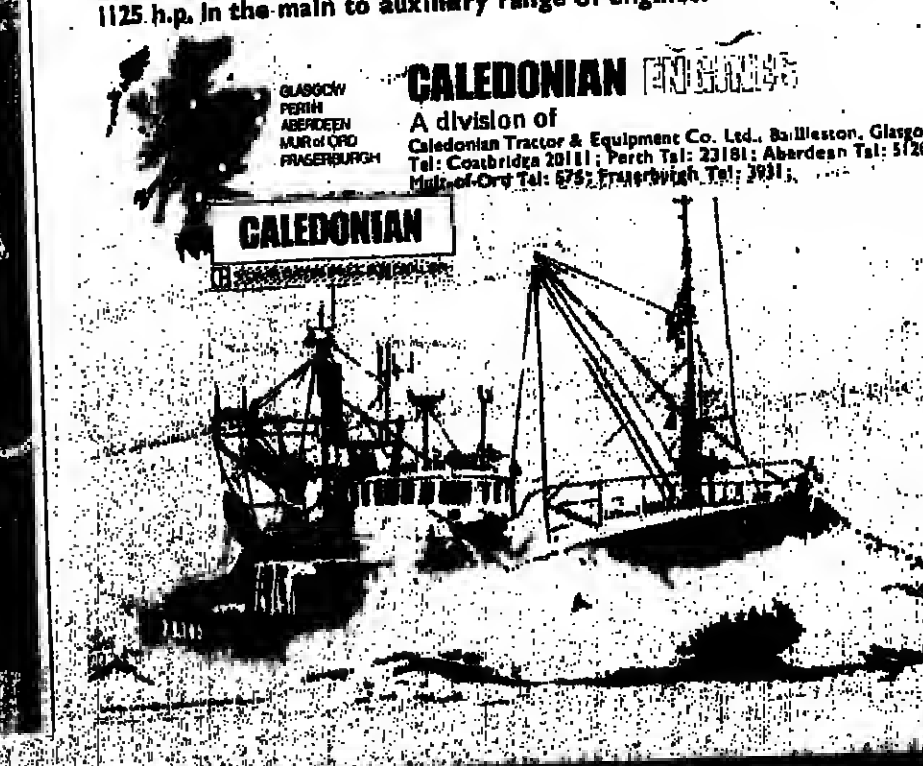
Pictured leaving Lowestoft for fishing trials on Thursday last week is the Boston Group's latest stern-fleer, *Boston Sea Ranger*. The 80-footer arrived at the port earlier last week and was immediately prepared for her fishing trials. Her skipper, Len Lacey (below), is due to set the boat south-west in the New Year to start her fishing career on Cornish mackerel.



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COMMENT

Message from Lovie

THE BRITISH fishing industry is at a crossroads. The direction it is to be pointed is now being debated in Brussels. What are the feelings of fishermen? We invited JIM LOVIE, chairman and chief executive of the Scottish Fishermen's Organisation, to express the thoughts of his fishermen members at this time. He writes:

Uncertainty is an inherent feature of a fisherman's life. No fisherman can force what the weather will be when he puts to sea, how much and what kinds of fish he will bring up in his nets, or what price he will get when he sells his catch. This is an accepted part of the fisherman's way of life and, indeed, it is the challenge that has helped to mould the character of our country's fishermen.

What cannot be accepted, however, is the new degree of uncertainty facing the fishing industry as 1978 draws to a close.

Following the recent failure of NEAFC, quotas for next year have to be allocated by the EEC Commission, a body which has never undertaken this task before, but which now has to do so in the course of a few weeks. Another unknown is who, and who will not, be allowed to fish within the European pond which will be created on January 1 next year and what foreign grounds British boats will be allowed to fish from that date.

Of even greater importance to British fishermen is what progress has been made in the negotiations to establish an exclusive 50-mile limit for the UK. The level of minimum prices for next year is still to be decided a mere two weeks before the end of the year.

A fisherman's job is to catch the fish and that is what he wants to do.

The present circumstances are damaging to confidence and detrimental to the future of the industry. Let us hope that satisfactory answers will be forthcoming in the next few days and that, in future years, the industry will be better informed and more involved in charting its future course.

fishing news

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Haddock ban disrupts last trips of the year

THE North Sea haddock fishing ban is now two weeks old and its effects are beginning to be felt. Prices are rising and supplies are down.

Last week the majority of the Peterhead-based seine net boats went to sea, but a handful stayed at home for overhauls and repairs, or just to wait and see how the rest of the fleet got on.

Several boats fished off the west coast, mainly those belonging to Moray Firth ports. Some came back to Peterhead to unload or sent catches overland from west coast ports or Scrabster, Caithness.

Other boats worked in the North Sea and, during last week, two or three had good hauls of cod on the Bergen Bank.

On Friday, Skipper Ian Sutherland and the 80ft. Hopeman seiner *Kestrel* landed 563 boxes of which 458 were cod and codling. Skipper William More of Burghhead, and his 75ft. boat *Dejanice*, landed 392 boxes consisting mainly of cod on the same day. Other vessels found a reasonable run of whiting about 25 to 40 miles east of Shetland.

By Monday this week many boats — including those which had stayed at home last week — were heading for the area on what for the majority will be the last trip of the year.

One or two boats have made quite reasonable hauls of whiting, but the shoals are spotty and many boats are just going to sea to cover expenses and give crews a wage.

One or two boats have failed to cover their expenses. On Friday a Peterhead boat landed a poor catch of dogfish and her skipper said: "We



Kestrel — 563-box trip included 458 boxes of cod and codling.

might as well have stayed at home."

Fishermen report heavy concentrations of foreign vessels in the North Sea.

Skipper Harold Nepler of the Fraserburgh seiner *Morning Star* said there were so many large French trawlers on the whiting grounds that the Scots had to wait for them

to move before they could shoot their gear.

He said that the trawlers had steamed through and carried away some of the Scottish boats gear, but a fishery cruiser was just lying in Fair Isle.

With catch rates down, Peterhead market has been poorly supplied. Daily

amounts have been around the 1,000 to 2,000 box mark, but some of the catches have come from small boats.

By Saturday, demand was beginning to rise and cod and haddock earned up to about £27 per box and whiting £19.80. Prices were still early this week.

Shetland protest —and plea

SHETLAND fishermen are protesting to the government over the North Sea haddock ban. They are also asking that the EEC should immediately plan an improved programme for next year as the North-East Atlantic Fisheries Commission (NEAFC) has failed to do so.

Fishermen agreed at a recent meeting to tell the government that: "We are entirely in agreement that rigid conservation must be practised, but the present laws seem only to be applicable to British vessels."

"When our fishermen look around Lerwick harbour and

see 40 or 50 huge vessels of all nations catching herring, haddock, sprats and every other species — and a considerable number with holds full of decomposing fish which may consist of any species — they wonder what sort of political game is being played with their livelihood."

Statistics

"The present drastic measures taken to regulate the haddock quota could have been averted. Your Government is in possession of the statistics giving the average of haddock landed every day and week from the North Sea, surely some action could have been taken earlier, such as the curtailing of landings of ungutted haddock. W. S. Shetland, stopped this year ago."

"By your present action you have deprived fishermen and buyers alike of their normal business. We would like to see the recommendation that in the forthcoming year, should the system of quotas exist, port-allowances should be made for the smaller inshore boats under 25 tons."

"These boats have fished for decades for prime quality haddock and landed daily a certain tonnage could be set aside to ensure these men do not have to tie up their boats through no fault of their own."

LOAN TRUST

TWO SHETLAND Island Council members have been appointed to Shetland Fishermen's Trust. They are Mr. Alex Morrison and Mr. W. Cunningham. The trust has been set up with oil industry companies money paid for discounts caused by the oil industry operations. Money has also been given by Shell and Islands Council. The trust is used for purchasing the boats of the fishing industry. It is mainly to help the boats.

SCOTS IN RUSSIAN

PEOPLE living near Plymouth's Millbay Docks, who have complained about the smell during the port's boom-leg mackerel season, have found unexpected allies among the commercial interests in the docks.

Shipping agents, stores' merchants and tug operators have that trawlers may be

moving into the West Wharf — the only deep-water berth available — and by taking up valuable space may drive away the huge Russian trawlers which bring thousands of pounds into the city's economy.

George Phillips, manager of Bellemey and Co. (Plymouth) Ltd., shipping and forwarding agents, said: "While we hear a lot about the security aspect, the

Russians are extremely well-behaved and spend a lot of money in the city."

He said that even after the 200-mile limit is introduced, it is hoped the Russians will come in for supplies, rather than go to Cork or Brest.

Captain Thomas Smith, who is in charge of the port's tugs, said the Russians needed tugs to help them in and out of the docks, while the Scottish trawlers did not.

"It is not just shipping that will be hit," he said, "but also the shops and storerooms."

Owners search for Xmas crews

AS DISTANT water and middle distance trawlers streamed back from the fishing grounds to Grimsby this week it became clear that only a dozen or so will be at sea through Christmas and the New Year. They will land after the fish market re-opens on January 3.

Companies with cod quotas left on the White Seas and off the Norway Coast were doing their best to get trawlers away over last weekend and early this week.

But with nothing definite on 1977 allocations on these grounds and the long steaming time to them, owners had only about a week from December 10 to 16 for consigning to make a full trip before quotas run out on December 31.

Adding to the burden of political problems over access to various grounds, most firms found some difficulty in finding crews prepared to spend both holidays at sea and it was still not absolutely definite just what vessels would be at sea.

Summing up the position a spokesman for Consolidated Fisheries Ltd. told *Fishing News*: "If the crews want to work over Christmas there will be trawlers available and work for them."

First away, last Friday, was the Boston Group's *Belgium* which headed for the White Seas and was followed on Saturday by *Boston Boeing* and *BUT's* *Ross Rodney*.

Boston was planning to sail *Prince Philip* on Monday and, hopefully, at least another vessel before the sailing in the first fortnight.

SKIPPER'S WORST TRIP IN 23 YEARS

SKIPPER Brian Hodson returned from the Icelandic grounds after his "worst" trip in 23 years at sea this week. He skippered Hull's *Arctic Rebel*.

She had been out for 21 days and made £18,270 at the Thursday sales for 817 kits, including 535 kits of shell fish. Skipper Hodson told *Fishing News* that there were five Hull trawlers and a few from Grimsby on the Icelandic Coast grounds when *Arctic Rebel* arrived. He went on to say: "The

weather off Iceland was pretty bad and in our eight days there, before we were ordered out at the end of the Icelandic agreement, we had six days fishing in which time about 600 kits, most of our total catch, was made."

"Two Icelandic gunboats were shadowing us, making sure we heeded in our gear and left the grounds on time. Then we went to the Faroes and had four days in home waters, but fishing was very poor."

This week the same ship and skipper are leaving on a trip to the White Sea grounds.

French 'havoc' off Shetland

A FLEET of French stern trawlers has been causing havoc among Scottish boats off Shetland. The protection ship *Westra* was sent to the scene and a boarding party put aboard a French trawler, which it was alleged, had sailed right over the gear of one Scottish boat.

A statement from the Scottish Office said that about 30 miles from him plained local fishing methods to the crew."

Douglas Henderson, Scottish National Party MP, said that he had been told that the French had ignored warning lights and signals and were coming in too close to the Scottish boats. In one incident it was claimed that French seamen had produced rifles.

Skipper Andrew Buchanan of *Golden Promise* said that a French fishing vessel *Marijold*, had a boat went right over his gear after they had been warned off. He added that trawlers from Boulogne-

there was another incident involving *Groteful* the boarding party "ex- about 30 miles from him plained local fishing methods to the crew."

Mr. Henderson has urged the Government to make the "strongest possible representations over the incident" and he called for closer liaison between the Ministry of Defence and the Scottish Office on the matter.

Mr. Henderson made complaints to the department after Skipper Peter Duncan, of the Peterhead vessel *Marijold*, had claimed harassment by a group of 20 stern trawlers from Boulogne-

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Iceland trips end in debt

THE TERMINATION of trips to the Icelandic grounds — hopelessly for 1978 only — brought a sour note to Grimsby last week when three trawlers ended up in debt.

BUT's *Ross Renown* (Skipper Ray Pepper) and *Vionovo* (Skipper Tony Hankin), together with Boston Group's *Prince Philip* (Skipper Ray Harrieel), returned from abbreviated voyages and landed only poor catches.

Vorot hit was *Vionovo* with just 484 kits to show from her 18-day trip which grossed £14,825. *Ross Renown* made £22,212 from 673 kits and *Prince Philip*, £22,510 from 706 kits.

As with completed Iceland

trips earlier in the week from *Ross Khoroum*, *Huddersfield Town* and *Boston Phantom*, catches were rather mixed. Although they were largely cod and codling, included were big hauls of coley, mock helibut and, to a lesser extent, reds.

All the skippers complained of bad weather and slack fishing during the run-up to December 1 and the best Icelandic trip was 1,045 kits from BUT's *Ross Khoroum* (Skipper Frank Gray). She grossed £32,477 after 22 days.

With overall landings of

in excess of 2,600 boxes — of cod, haddock, coley, whiting and dogs went some way to meet the shortfall in landings, while in the adjacent commercial docks over 1,000 tonnes of frozen fillets (mostly cod and haddock) from the Norwegian factory *Hnustrand* went into cold stores to the account of various merchants.

Three quality White Seas (Skipper Albert Meech) and the Boston pair, *Boston Boeing* (Skipper Colin Newton) and *Boston Stirling* (Skipper Bill Bridge), ensured the distant water markets were well supplied with plaice and trio headed the weekly grossings.

After 25 days *Boston Boeing* landed 1,885 kits, in-

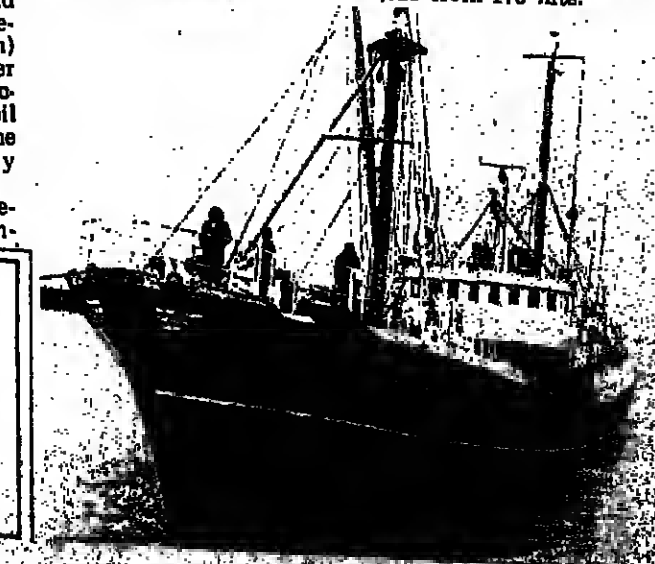
cluding just on 500 of codstuffs, for a career-bank of £81,581 on the Monday market. *Ross Juno* followed suit 48 hours later with £48,483 from 1,484 kits, while *Boston Stirling's* return was pleasing: £35,378 from 1,143 kits. She landed last Friday after being diverted from Fleetwood.

Middle water and North Sea trawler landings were *Boston Boeing* — career-bank from the White Sea.

restricted to just seven vessels. *Ross Jaguar* (Skipper Dennis Speck) marginally came out on top with £20,257 from 840 kits.

She just bettered sister-trawler, *Ross Jockey* (Skipper Paddy McCarthy), which had earlier made £19,721 from 888 kits.

Chapman's *White Bank* (Skipper Boie Andersen) fully justified the risk of a late sailing trip with a grossing of £5,819 from 176 kits.



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£7,500 smashes Milford record

MILFORD Haven's port grossing record was smashed last week by more than £1,000 when *Pictou Sealion* landed a £7,500 catch after a 14-day trip.

In command of the vessel was Skipper Trevor Saiter (40) who, after landing the record catch, gave a vote of confidence in the future of the port.

"Trawlers are being laid up everywhere and with British trawlers pulling out of Iceland I can see a big demand for Milford fish, particularly cod. I can only see the price of fish shooting up."

"Not so long ago I was only earning about £5 in every £100 and in those days we

were making about £500 trips. It was a question of living from hand to mouth. Now for the first time the men are earning the money", he said.

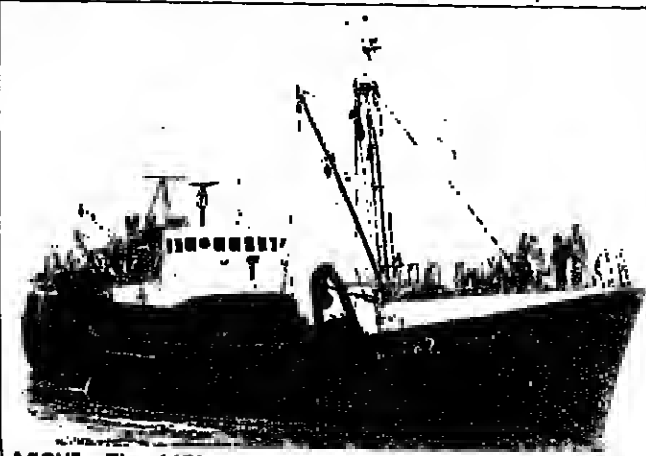
Pictou Sealion landed 160 kits for her record grossing. On the same day *Brendo Wilson* (Skipper Rees Evans) landed 97 kits which sold for £4,252. Between them the vessels landed a total of 70 of cod, 20 of whiting, 80 of roker, 10 of turbot and brill, 10 of plaice and 15 of sole.

On the following day *Norrad Star* (Skipper Jim Manson) landed after being forced back to port after five

days. She had 30 kits, including two of cod, five of whiting, 10 of roker and one of sole, which sold for £1,300.

An average of more than 240 kits was made by *Pictou Sealion* (Skipper Robert Foster). The vessel landed 88 kits, including 25 of cod, 10 of whiting, 45 of roker, two of turbot and brill, two of plaice and one of sole, which made £3,557.

Landings for the week were completed by *Georgina Wilson* (Skipper Tom Smith). She was forced to return to port after seven days and her 28 kits sold for £1,182.



ABOVE: The 117ft. Grimsby trawler *Lepanto* (Skipper Bob Sinclair) has set a new North Sea grossing record for her owners, Lindsey Trawlers Ltd. After a 15-day trip, mainly to the Skagerrak grounds, *Lepanto* landed Lindsey's previous best to the £12,393 from 363 kits of excellent quality round fish. Lindsey Trawlers is Grimsby's only firm with a fleet of North Sea vessels and *Lepanto* is one of the smallest operating from the port. With a steady turn around inside 48 hours, this popular and long-established family concern managed to get *Lepanto* away on another trip so she can land just before the market closes for the holidays on December 23.

Fleetwood men 'close the door' on dues rise

FLEETWOOD Inshore Fishermen's Association last week voted against paying the increased charges by British

EEC grant decisions

DECISIONS on EEOA grant applications for 1978 are expected to be announced on December 22.

This has been ascertained by the firm of Waid Morgan and Associates, of Dundee, which has been handling applications for fishermen.

In line with EEC plans to cut down the size of the Community's fleet, it is anticipated that the rate of grant may be reduced from the present 25 per cent level.

Trenport Docks Board which came into force in September.

Originally the board demanded a 25 per cent increase in berthing and wharfage charges, with a further 15 per cent rise next month.

However, talks between the two organisations resulted in the board putting forward a scheme where the dues remain the same, but the fisherman pay a new charge on the value of fish landed instead of weight. The inshoremen offered .75 pence in the pound, but the board wanted 1.1p. They later made an offer of 1.15p.

At last Saturday's meeting it was decided to reject the offer and to

"close the door" on further talks.

Fleetwood docks manager, Tony Winfield, said that he had written undertakings for the payment of an increase which should have been due on March 1.

Share men's meeting

THE Humberdale Share Fishermen's Association held its annual general meeting on Monday, Dec 29 at 10 am in Darley Hotel, Cleethorpes. All members will be welcome. The agenda includes the re-election of officers and a discussion on the members' aquisition scheme for crews.

White Sea grounds pay off

FLEETWOOD trawlers forced to work the White Sea grounds because of local restrictions have brought back some good catches.

Top slip last week was the stern trawler *Fylde* (Skipper John Burna) which after a 24-day trip landed 1,445 kits, including 900 of cod and 500 of haddock, selling for £45,290.

There was also a good grossing for the side trawler *Ella Hewitt* (Skipper Jim Buckley) which made £31,510

from 962 kits including 750 of cod and 350 of haddock.

One of the top performers was put in by the small stern trawler *Boston* which had not previously worked the grounds was rewarded with a £35,378 grossing from 1,143 kits, including more than 1,000 of plaice.

The catch should have been landed at Fleetwood but bad weather on the way home forced her into Grimsby. It

was the biggest ever grossing by the vessel and came near to the £38,000 record set by *Norina* last month.

But *Norina*, which had stayed on grounds adjacent to Iceland before the Odo agreement ran out, was also in the money with a part-Faroe catch of 658 kits, including 250 of cod and more than 200 of sole, which sold for £20,348.

This was just bettered by the side trawler *Robert Hewitt* (Skipper Dennis

McLoughlin) which worked Iceland and middle waters before returning with 630 kits, including 46 of cod, 70 of haddock, more than 100 of sole and 120 of dog, making £20,504.

Wyre Conqueror landed on the same day, having completed a trip to the same grounds, and was not far behind *Robert Hewitt* from 140 kits. She landed 350 of cod, 60 of haddock, 80 of sole and 70 of dog.



THE GRIMSBY trawler *Real Madrid* recently converted for pelagic fishing has been forced back to her home port for repairs after running aground near Plymouth.

Don Lister, a director of owners Consolidated Fisheries Ltd., told *Fishing News* the vessel was making for the hour when the mishap occurred. She was fully laden with 240 tons but, as the weather deteriorated, Skipper Wilson decided against it and sought safety on a safe anchorage nearby. It was while manoeuvring being carried out to safety that she ran aground.

After about two hours freed herself and was towed dry-docked at Falmouth where an inspection revealed more extensive damage than had been expected. At the time the vessel was in danger.

In addition to the repairs, *Real Madrid* will be equipped with a new sonar with a special facility for picking up machine shoals which some find difficult in locating.

Sister-trawler, currently undergoing the same conversion at Grimsby will also have an Elac sonar and Mr. Lister said the trawlers will leave Grimsby probably together, in January for the south-west.

December 17, 1978



Waiting and discharging sprats at Grimsby last week are the Danish industrial trawlers *Marstrand* (HG 247), *Vikingbank* (HG 307) and *Buccaneer* (HG 120).

Danes first with sprat hauls

THE FIRST big sprat landings of the winter at Grimsby were made last week by Danish industrial trawlers.

Regular visitors *Lis Frank* (HG 256) got things moving early with a 40-ton catch, sprats to have been made in the Channel, and then there was a lull until midweek when the all-steel *Hirtshels* pair team, *Marstrand* (HG 247) and *Buccaneer* (HG 120), arrived with about 250 tons between them. Their catch had been taken over a 10-day North Sea trip.

The very next day, on the Thursday, another steel *Hirtshels* team — *Vikingbank* (HG 307) and *Ringenes-Nord* (HG 320) — turned up with 140 tons. All five Danish vessels were agents by Tom Sleight (P.S.) Ltd.

The first of the small fleet of local vessels working in the fishery did not arrive until

last Friday. Then *Glenda*, *Margaret* and *Arcona* (Champion made the morning tide with well over 100 tons for discharge. There had been a glut of landings at North Shields and the sprat shoals were moving inshore further south.

Hard on their heels were *Homeward* and *Somantha* (with over 100 tons on her

own), having previously landed a 100-ton catch at North Shields.

All told the season so far looks like being the best for several years.

As at last weekend, *Ellen* lead the Grimsby effort with 210 tons from six landings at North Shields, followed by *Glenda* on 190 tons from three trips, *Tim* on 130 tons from three trips and about half-a-dozen others with less than 100 tons from a solitary landing. This included *Sleight's Lochearn* with 55 tons from her first trip this season.

POACHERS MAKE A KILLING

POACHERS took an estimated £700,000 worth of salmon off the north Twaed will die as a salmon Northumberland and south Scottish coasts during the 1978 season.

This has led Captain John Proudlock, superintendent of the River Tweed Commission, to issue the warning that, if the present illegal

drift netting in the sea is allowed to continue, the

This season Tweed net fishermen have had their poorest catches ever.

In a special report to the commissioners, Captain Proudlock points out that this year salmon stayed eight to

Risks

Commented Captain Proudlock: "Drift netting for salmon is now big business and provides a rich living for those prepared to take the risks."

"This problem is likely to increase next year and discussions on how to overcome this are continuing."

He has suggested a change in the law which would result in all types of net capable of taking only salmon being outlawed. The present structure is antiquated and geared only to poaching operations in the river and not at sea, it is claimed.

Trials time

THE multi-purpose *Lysho* (GY 341), built to the order of Grimsby owners and agents A. E. Richardson & Co. Ltd., will run trials early in January.

She is expected at the Humber port later in that month.

Lysho, built at the Marstal Traaskibvaerft yard, Marstal, Denmark, will be commanded by Skipper Dennis Sorensen, who is well ex-

perienced in different methods of fishing including anchor seining, industrial fishing and pair trawling.

The 81 ft. wooden vessel, launched at the end of October, has a Gardner 8L3B main engine.

She is expected at the Humber port later in that month.

Lysho, built at the Marstal Traaskibvaerft yard, Marstal, Denmark, will be commanded by Skipper Dennis Sorensen, who is well ex-

Billingsgate

Where have all the mussels gone? EARLIER this season the attention of readers was drawn to changes in the marketing of mussels and a resultant scramble for supplies. Also — for a few weeks — a near glut.

Last week the opposite was the case, with hardly a mussel to be had for love nor money. Both Irish supplies seem to have dried up and adverse weather has kept more local supplies from the market. Perhaps there was something to be said after all for the previous less competitive, but more orderly, system.

One of the causes of inflexibility of mussel supply is the amount of checking on bacteriological conditions of new sources, that the Flehmongers Company insists on. This often takes a considerable amount of time and means that a sudden switch to a new supplier is ruled out.

The company's standards are high and seem to be based on the idea that the mussels, like oysters, are going to be eaten raw. It would be interesting to know whether this is the case. Perhaps what we need are two classes of mussels. Those for eating raw and those, to which a lower standard might apply, intended for processing.

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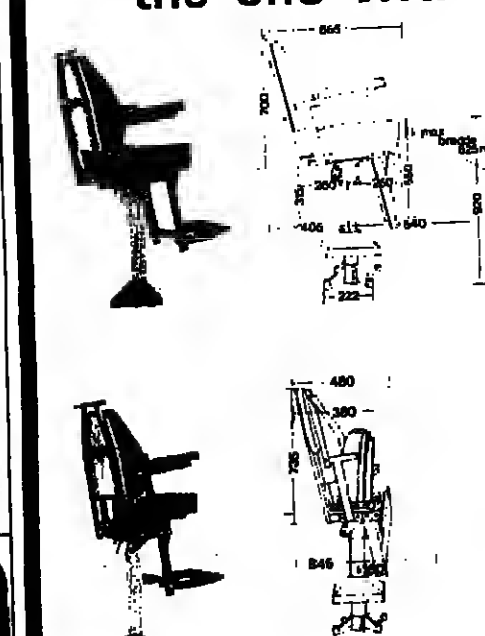
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IN THE race for a 200-mile fishing limit the important point of how we are going to protect it seems to have been underestimated. In this article, DAG PIKE examines the problems of policing such a vast stretch of water

THE EASY PART of extending limits to 200 miles is passing the law. The hard part is going to be enforcing the limits so that the sea area enclosed — some 320,000 square miles — is effectively policed.

The British situation is complicated by membership of the EEC. While it looks as though effectively it will be the community which decides who is going to fish within the British limits, it will be up to Britain to enforce these decisions.

It has been suggested that the EEC should mount its own fishery protection fleet but, in fact, it has no power to do so. The Eastern Bloc countries do not recognise the EEC and, anyway, it is only a group of countries bound together by treaty.

Each country still retains its sovereign rights and, therefore, only the country concerned can control the waters around its coasts.

However, there is no reason why the EEC should not make a contribution towards the upkeep of the fishery protection fleet. Britain will have the largest sea area of all EEC countries to patrol, certainly as far as fishing is concerned, so she will have the largest protection problem. If EEC vessels are to fish in British waters, it is only fair that they make some contribution towards the protection of those waters.

Even with the present 12-mile limit the cost of protection is high. It is estimated that it now costs 10 per cent of the value of the total UK catch to run the protection fleet of ships and aircraft. This immediately raises the question: are we getting the best value for money in the type of vessels being used, and who should pay for this operation?

The 12-mile fishing limits are now enforced by the Ministry of Defence in consultation with MAFF. The naval fishery protection squadron comprises 11 vessels, mainly minesweepers, but includes the high-speed vessel *Terracy*.

In the pipeline are the five *Island-class* vessels including *Jura* and *Jersey* which are now operational. Helicopters and aircraft from the Royal Navy are used as available or when called upon. From January next year four Nimrod long range surveillance aircraft will be deployed.

It sounds an impressive array and certainly explains the high cost of the operation, but when their capabilities are examined there is an awareness that, perhaps, they are not the best craft for the job.

The coastal minesweepers are now on aging design, some of the boats nearing 20 years old. They are propelled by twin diesel and maximum speed is around 16-17 knots. The wooden hulls have a shallow draft of only 9 ft. and



Above: The Belgian beamer *Terra Nova* being boarded in the Bristol Channel for checks. During her three-day patrol, HMS *Cuxton's* men inspected four Soviet ships, three Poles, two Belgians, two Spaniards and a Frenchman. That's quite a list.

Right: HMS *Cuxton* keeps tabs on a Russian fish transport ship which has a Super-Atlantik and SMRT-type stern trawlers alongside. The ships were spotted in Lyme Bay during a NEAFC patrol in the English and Bristol Channels.

most Navy men would agree that they are not the most seaworthy of ships: certainly they are not comfortable for extended patrols.

The new *Island-class* cannot be criticised for their seaworthiness and they are fitted for extended cruising. Like the coastal minesweeper they have a token armament to add force to their demands if necessary, but with a speed of only 16-knots, they would be hard put to keep up with some modern trawlers.

Before being too critical of the present fleet, it must be remembered that these vessels are first of all naval vessels and fishery protection is only a secondary duty. The cry now is for purpose-built fishery protection vessels to be built, both to give work to troubled shipyards and get vessels which will be ideally suited to the job. The trouble is that there is little agreement about what craft are best for the job.

At a recent meeting in the House of Lords of the

Greenwich Forum, a discussion group concerned with maritime matters, proposals were put forward for two types of vessel. One was a heavily constructed vessel with a speed capability of 25-knots and able to carry a helicopter. This vessel would work from the shore on one or two-day forays.

The other type would be a larger self-supporting vessel capable of extended cruising carrying possibly a hovercraft, hydrofoil or helicopter for a 'dash' capability.

Given unlimited funds these might be the type of craft envisaged, but they do show a lack of appreciation of what the job actually involves and of facilities already available but not used. The 25-knot vessel is required to be sturdy built to enable it to stand up to going alongside fishing boats at sea. Sheds of the cod war.

In practice, boarding is invariably done by small boat

which is both safer and easier. What might be required is the ability to launch boats easily and purpose-built French protection boats use a ramp in the stern which has proved very successful.

Boarding by helicopter is not very practical or safe because of the very real danger from the fishing boat's movement and her rigging. Speed is a requirement both to increase the area which the vessel can cover and for chasing. It can also enable a protection vessel to get to disputes between fishing vessels quickly, but a basic boat of this type can be much cheaper than the 25m of the proposed craft.

Petrol boats built on standard GRP hulls are now available and, with a starting price of £1m, these are more practical.

Numbers count when it comes to fishery patrols because the best deterrent is the fear of getting caught. Obviously, this will largely de-

pend on the number of patrol vessels around.

There will never be enough patrol vessels and use must be made of the many other craft available, either to supplement the patrol or at least for reporting purposes.

In the North Sea and Celtic Sea there are rig stand-by vessels at each oil rig and their duties could be extended to a limited patrol.

There are several research vessels whose duties take them to the fishing grounds at frequent intervals and the many vessels engaged in servicing offshore oil all add to the reporting and patrol complement. In fact, every vessel under the British flag could be given the duty of reporting foreign fishing boats.

The role of the patrol vessels is greatly simplified if the position of all fishing boats is known. It is then a matter of looking for the offenders: the boats not licensed to be within the limits.

There is the possibility that the need for all fishing boats to be with a transponder could be automatically by connecting the transponder to the Deca or Loga position of each boat.

This then requires operational headquarters to process all the data. The Air Ministry, at present, has a system of many services and a few vessels in favour of a coastguard and American pattern of one service.

It would seem logical to keep the necessary part of the deterrent in the hands of the Royal Navy, which has both the capability and the expertise to do the job. Also, it has many required facilities and present under-

With many countries using a similar system

of vessel identification, it is not easy to justify them on the grounds of protection work alone. There are many other tasks in the offshore field which they could usefully undertake, such as search and rescue, pollution and dumping control, marine and fishery research work and oil rig protection. Fishing could become a lot safer with many protection vessels available to give assistance.

As with fishing boats, the days of the specialist craft is disappearing and we must look towards a craft for the fishery protection role capable of a wide variety of operations.

This fleet would not just be confined to patrolling along the 200-mile line. Much more important from a British point of view will be the exclusive zone which is finally allocated, be it 12-miles or 50-miles. This is where the small, fast patrol boat can really come into its own.

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HOW YOU CAN HELP

HOW CAN the fishermen help? It is no good just sitting back and waiting for the protection fleet to do its job, complaining that they weren't in sight when help was needed.

The protection fleet badly needs information and British fishermen are often well placed to provide this.

Report any foreign fishing vessels, whether they are inside or outside the limits. This can be done by radio, either direct to the protection vessel in the area or, if you can't raise them, then through the local coastguard station. These are all fitted with VHF used by many smaller boats.

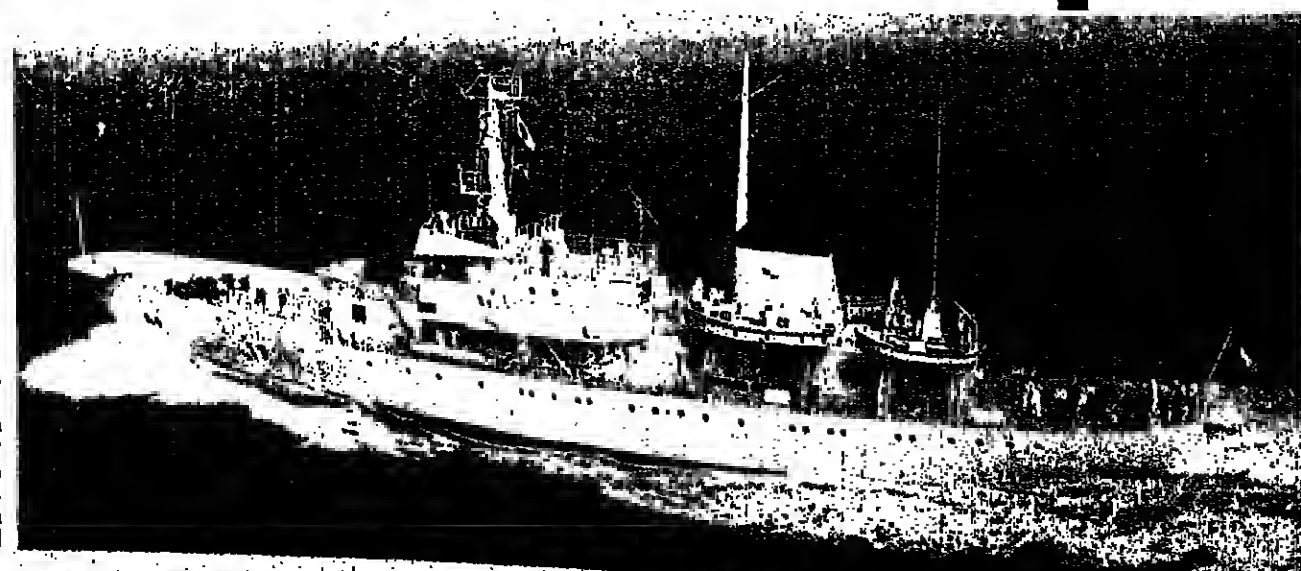
If you have no radio, then report sightings to the fishery officer when you get ashore. Make your reports as accurate and comprehensive as possible. Help is available from the Navy for modest and towing facilities, although only for emergencies.



Above: every fishing boat sighted has been carefully identified to build up a pattern. Here, the captain and look-out on HMS *Soberton* got a close-up of an approaching vessel. Below: a hoarding party is sent to question the skipper and crew of a French stern trawler and examine her gear. After the checks, the French skipper shoots his gear again. (bottom).



Ireland desperate for extra patrols



Below: *Deirdre* — Ireland's lone protector — is to be joined by a sister-ship being built in Cork. A recent report calls for seven more patrol boats to be constructed.

THE IRISH Navy has been described as "inadequately equipped" and a claim for a 60-mile limit has been made for the purchase of new general purpose patrol vessels.

The description came from the cell came from the Maritime Institute, a group of Irish maritime veterans who carried out a survey of the navy.

Its president, Col. J. Lawlor, said that the Irish government had to plan adequately for the protection of its fisheries, coastal waters and offshore oil fields.

There was a doubt about whether anybody would take a claim for a 60-mile limit seriously if the nation could not patrol the limit.

He said that the Institute for fishery protection as part of the overall naval service under international law, that service could not patrol Irish territorial waters adequately the nation could be expected to have a fleet of patrol vessels.

Something has to be done immediately and the Institute was submitting its report to the Irish Prime Minister, the Department of Defence and other government agencies.

recommended the purchase of seven general purpose, all-weather, vessels of 1,000 tonnes, of the French *Avio* A69 type, at a cost of 25 million each. These ships have a speed of 24 knots, sea-duty periods of 14-days at cruising speed, radar and sonar, a 375 mm. ASW rocket launcher and four fixed torpedo tubes, 100 mm. single barrel anti-aircraft gun and two 20 mm. guns. They carry 6 officers and 84 petty officers and seamen. The 25m figure would not include armaments.

According to the Institute's Secretary of the Institute's Naval Affairs Committee, Jim Hughes, the usefulness of torpedo boats suggested by the Navy, or the existing

minesweepers, was limited. Beyond agreeing that the report had been submitted and pointing out that it referred to a Naval service with a wider role than merely fisheries protection, a fisheries spokesman in Dublin had no further comment.

Our Irish correspondent, Tom MacSweeney, says the report is unlikely to make any major differences to Irish Government policy.

A second all-weather vessel is being built in Cork for the Naval service as a fisheries protection vessel and will be sister-ship to the existing *Deirdre*.

Beyond that there are no definite plans.

*Changes in consumer demand – the

[illegible]

